

For Sale.

MacEwen, Frickel & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat),
ARE NOW LANDING, EX
BRITISH BARQUE
"STILLWATER."

**DEVOS'S NONPAREIL
BRILLIANT
KEROSINE OIL,**
150° test.

**SPARTAN COOKING
STOVES.**

FAIRBANKS SCALES.
OAKUM.
TAR.
TURPENTINE.

EX "AMERICAN MAIL"
CALIFORNIA
RACKER

COMPANY'S BISCUITS in 5 lb.
tins and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and Californian CHEESE.
Bacon and HAM.
Peach and APPLE BUTTER.
Pickled OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Paragon MACKEREL in 5 lb cans.
Boat Ideal SALMON in 24 lb cans.
Cutting's Dressed FRUITS in 24 lb cans.
Assorted Canned VEGETABLES.
"Potted SAUSAGE and Sausage
MEAT."
"Stuffed PEPPERS."
"Assorted PICKLES."
"MIXED MEAT."
"COMB HONEY in Original Frames.
Richardson & Robbin's Celebrated Potted
MEATS.
Richardson & Robbin's Curried OYSTERS.
"LEMONADE."
McCarthy's Sugar Cane TONGUE.
Smoked SALMON.
Green TURTLE in 24 lb cans.
"do." "do." "do."

A LARGE ASSORTMENT OF STORES,
including:
TERRAUX'S DESSERT FRUITS.
ALMONDS and RAISINS.
PICNIC TONGUES.
COCOATINA.

YAN HOUTEN'S COCOA.
LEMONS & PEACHES.
FRENCH PLUMS.
PATE DE FOIE GRAS.

MINCEMEAT.
SAUSAGES.
BROWN.
ISIGNY BUTTER.

DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVIES.
ASPARAGUS.
SOUPS, &c.

WINE AND SPIRITS.
CHAMPAGNE—
HINDSLEY'S MONOPOLY & WHITE
SEAL.
VEUVE CLICQUOT PONSARDIN.
JULES MUMM & Co., pils & quarts.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA ROSE, pils & quarts.
CHATEAU LAPITE, " "
CHATEAU GRAYES, " "
BREAKFAST CLARET, " "

SHERRIES & PORT—
SACONNE'S MANZANILLA & AMON-
TILLADO.
SACONNE'S OLD INVALID PORT
(1844).
HONY PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.
BISQUIT DEBOUCHÉ & Co.'s BRANDY.
FINEST OLD COGNAC WHISKY.
KENTON'S L.L. WHISKY.
ROYAL GLENDEE WHISKY.
CHARTREUSE.
MARASCHINO.
ANGOSTURA, BAKER'S and ORANGE
BITTERS, &c., &c.

BASS'S ALE, bottled by CAMERON and
SACONNE, pils and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pils and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the
Gallon.

ALB and PORTER, in hogheads.

SPECIAL SELECTED
CIGARS

Five Star Brand's OUMSHAW TEA, in
1 and 10 lb only Boxes.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.
BISQUIT DEBOUCHÉ & Co.'s BRANDY.
FINEST OLD COGNAC WHISKY.
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DRAUGHT ALE and PORTER, by the
Gallon.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ, ISMAILIA,
PORT SAID, SYRIAN PORTS,
NAPLES, MARSILLAS, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO,
PONDICHERRY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON THURSDAY, the 10th of August,
1882, at Noon, the Company's
S. S. *NATAL*, Commandant DUBRE,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London, as well as for Marseilles, and re-
ceived in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon of 3rd August, 1882.

Cargo will be received on board until 4
p.m., Specie and Passengers until 3 p.m., on
the 6th August, 1882. (Passengers are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired. For further particulars, apply at the
Company's Office.

G. CHAMPEAUX,
Agent.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
TOKIO* will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 12th August, 1882, at Noon, taking
Passengers, and Freight for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Pacific Ports of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's steam-
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany, by all
trans-Atlantic lines of Steamers.

On proposed return PASSAGE TICKETS a
Reduction of 25 % is made.

Freight will be received on board until 4
p.m. on the 11th August. Parcel Passages
will be received at the office until 3 p.m.
same day; all Parcel Packages should be
marked to address in full, value of cargo
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in San Francisco, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50, Queen's Road Central.

CHAS. D. HARMAN,
Acting Agent.

Hongkong, July 31, 1882. au12

STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, SUEZ, PORT SAID
MALTA, GIBRALTAR, HIRSHLISH,
ANCONA, VENICE, AND
LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PEIRAP
GULF, PORTS, MARSHALLS,
THURST, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
SHANNON, Captain J. S. MURRAY, with
Her Majesty's Mail, will be despatched
from this Port for LONDON direct, via SUEZ
CANAL, and usual Ports of Call, on
FRIDAY, the 18th August, at Daylight.

Cargo will be received on board until
Noon on the day previous.

Parcels and Specie (if old) at the Office
will be received on the day previous.

For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages un-
dermined to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

This Vessel will call at Colombo.

A. MEYER, Superintendent.

Hongkong, August 7, 1882. au1

STEAM TO NAGASAKI AND KOBE
VIA INLAND SEA.

(Taking Cargo for YOKOHAMA and
VLADIVOSTOK.)

THE S. S. *NIGATA MARU*, Captain
WYNN, due here on or about the
13th instant, will be despatched as above
on FRIDAY, the 18th August, at 4 p.m.

Cargo received on board and Parcels at
the Office up to 1 p.m. of day of sailing.
No Bill of Lading signed under \$2
Freight.

All Claims for Damage must be settled
on board before delivery is taken, otherwise
they will not be recognized.

Cargo and Passengers for Yokohama
will be transhipped to the Shanghai Mail
Steamer at Kobe, and for Vladivostok at
Nagasaki.

For further Particulars, apply at the
Company's Office, Prince of Wales, Ground
Floor of Messrs RUSSELL & Co.

H. J. H. TRIPP,
Agent.

Hongkong, August 8, 1882. au18

Entertainment.

THEATRE ROYAL.

CITY HALL, HONGKONG.

A GRAND THEATRICAL AND
MUSICAL PERFORMANCE
will be given on

FRIDAY EVENING,
the 11th August, 1882.

FOR THE BENEFIT OF
MR. R. D'ORSAY OGDEN.

UNDER THE DISTINGUISHED PATRONAGE OF
HIS EXCELLENCY THE ADMINISTRATOR,
H.E. MAJOR-GENERAL SARGENT, C.B., AND
COLONEL PARNELL, C.B., and Officers of
H.M.'s 3rd Regt. (The Buffs),

when will be produced
J.B. HUCKSTONE'S CELEBRATED OLD ENGLISH
COMPLETLY ENTITLED

"JEALOUSY"

FOLLOWED BY A
GRAND VOCAL AND INSTRUMENTAL
CONCERT

In which over Fifty Artists (Amateur and
professional) will take part. The Entertain-
ment will conclude with a new Local Bur-
lette.

"IN ONE ACT, ENTITLED
"THE WANDERING MINSTREL,"
in which the celebrated titled variety of
Amos will appear.

By kind consent of COLONEL PARNELL and
the Officers, the Full Band of the Regi-
ment will assist in the Performance.

Prices of Admission:
Dress Circle Reserved,..... Two Dollars.
Stalls Reserved,..... One Dollar.
Unreserved Seats,..... One Dollar.

Seats may be secured at Messrs KELLY &
WALTON'S, Queen's Road.

Doors open at 8.30, to commence at 9 o'clock.
Hongkong, August 7, 1882. au12

Insurances.

THE TOKIO MARINE INSURANCE
COMPANY, LIMITED.

THE MITSU BISHI MAIL S. S. CO.
having been appointed AGENTS for
the above Company, the Undersigned is
prepared to ACCEPT MARINE RISKS at
Current Rates and usual Discounts.

H. J. H. TRIPP,
Agent, M. R. M. S. S. Co.

Hongkong, April 26, 1882. oc27

THE CITY OF LONDON FIRE IN-
SURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000 PAID-UP, £200,000.
PAID-UP RESERVE FUND, £50,000.

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to ACCEPT RISKS against
FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, January 1, 1882.

LONDON AND PROVINCIAL FIRE
INSURANCE COMPANY,
LIMITED.

Subscribed Capital—One Million Sterling.

THE Undersigned, having been appointed
AGENTS in Hongkong and Canton for
the above Company, are prepared to issue
Policies covering FIRE RISKS at Current
Rates.

ADAMSON, BELL & Co.,
Agents.

Hongkong, July 29, 1882.

MANCHESTER FIRE INSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £100,000
Reserve Fund and profits £250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 18, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein on
loads on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
or their decision.

If required, protection will be granted on
Fire Insurance up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents, Hongkong & Canton.

Hongkong, January 4, 1897.

Insurances.

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Godowns at 1
per cent. nett premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

To-day's Advertisements.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Steamship
"Arcton" Ayr,
Capt. A. B. MacTAVISH,
will be despatched for
the above Ports on SATURDAY, the 12th
instant, at 5 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, August 9, 1882. au12

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S. S. *GALICIA* will be despatched
for San Francisco via Yokohama,
on TUESDAY, the 22nd August, 1882, at
Noon.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

A Reduction of 25 % made on all
RETURN PASSAGE ORDERS ISSUED.

Consular Invoices to accompany Overland
Cargo, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agents of the
Company, No. 50A, Queen's Road Central.

CHAS. D. HARMAN,
Acting Agent.

Hongkong, August 9, 1882. au22

TO LET.

TWO HOUSES IN RICHMOND TERRACE,
Bunham Road. Rent Moderate.

Apply to
HONGKONG DISPENSARY.

Hongkong, July 7, 1882.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

ARKLEY, British steamer, Capt. F. G.
Strachan—Russell & Co.

ARCHES, British barque, Captain Ed. B.
Halliday—Bernie Company, Limited.

ARRATON AFRIC, British steamer, Capt.
A. B. MacTavish—D. Sassoon, Sons & Co.

EXPRESS, British steamer, Capt. John
Mitchell—Russell & Co.

PER LUSO, British steamer, Capt. W. N.
Allison—D. Muss & Co.

FELICIA, German steamer, Captain A.
Miller—Stemmen & Co.

HARDWICK, British steamer, Captain S.
G. Topp—Captain.

LENOX, British steamer, Captain D.
Scott—Jardine, Matheson & Co.

MAENTA, British brigantine, Captain H.
Coalfield—Jardine, Matheson & Co.

SOLWAY, British steamer, Captain Robt.
Jarvis—Butterfield & Swire.

SURPRISE, American barque, Capt. C. B.
Averill—Arnold, Karberg & Co.

SHIPPING.

ARRIVALS.

Aug. 8, *Alouette*, British steamer, 2476,
J. Murray, San Francisco July 8, Ballast.
—RUSSELL & Co.

Aug. 9, *Fokien*, British steamer, 509,
Abbot, Tamsui Aug. 6, Amoy 7, and
Swatow 8, General—DOUGLAS LAYRICK &
Co.

Aug. 9, *Hainan*, British steamer, 284,
J. Mooney, Tamsui Aug. 5, and Hollow,
General—A. Voss & Co.

Aug. 9, *China*, German steamer, 448,
B. Schuler, Swatow Aug. 8, General.
YUEN FAR HONG.

Aug. 9, *Prime Donna*, American ship,
1450, Hatch, Manila June 10, Sugar and
Hemp—CAPTAIN.

Aug. 9, *Lofa*, French gunboat, from a
cruise.

DEPARTURES.

the amount of \$24,000. Taking one consideration with another, Captain Roger's life is not a happy one, and as those who know him say that he is a genial commander with ordinary ships, he is entitled to some little sympathy.

A WASHINGTON despatch says that Guitau's body has been exhumed and boiled so that the flesh might be separated from the bones, for the purpose of articulation of the skeleton. The *Atlas* comments on the boiling process in this way:—There is something excessively and hideously indecent in exhuming the remains of the assassin of the late President and boiling them in the Medical Museum for the purpose of articulation of the skeleton. In fact, there is something so revoltingly indecent in the affair that a respectable journal thinks twice before alluding to the matter at all. In other lands the worst criminals are allowed to rest in their graves after they have paid the last penalty of the law. Science cannot be subserved in the slightest degree by this man's skeleton. It is an outrage on the decency of the nation that his remains should have been exhumed and put in a caldron within a week of his death. The writer goes further, and will say that such an abominably indecent act would not have been permitted outside the United States, and is a gross insult to every inhabitant of America to-day. The disposition of the remains was left to Dr. Hildes, a political gossip and probably as big a fraud as can be found in the over-credulous and unscrupulous hypocrites. The remains should, in common decency, have been allowed to rest where they were placed, and respectable people who read this morning's despatches will shudder to think that their country in 1882 permits the enactment of such nauseating violations of decency.

Police Intelligence.

(Before H. E. Woodhouse, Esq.)

Wednesday, August 9.

HABIT AND REPUTE.
Chun Anin was sentenced to three months imprisonment with hard labour as a rogue and vagabond. He was apprehended in Hollywood yesterday for begging, an offence he has been caught committing more than once. He has been once imprisoned and twice sent to his native district.

ABANDONED.
Herman Riomer, chief engineer of the German steamer *Welle*, was summoned for assaulting Mak Ahn and Mak Achen, boiler-makers, on the 7th instant.

The complainants are in the employ of the Dock Co., and were engaged on board the *Welle* repairing her boilers, the first complainant being the head boiler-maker. According to their statements they were engaged on Monday when the defendant asked the first complainant when the work would be finished; he was answered to-morrow. The defendant seemed to think that the work ought to have been completed sooner, and after some wrangling, he knocked the first complainant down by kicking him, and in throwing a piece of wood at him, accidentally missed him and struck the second complainant. The first complainant had no marks. (A witness for the prosecution was fined \$1, or three days imprisonment for refusing to do the defendant's "that devil.")

The defendant stated that he cautioned the first complainant against stepping on a small pipe running across the boilers as if he did so the vessel might be blown up; he also asked him when he would be finished; the complainant replied "I am not under your supervision, you mind your own business," and some other insulting remarks and refused to stop from the premises. The defendant then pushed him over with his knee, whereupon the whole of the boiler-makers took their exit by the other steps, while some one struck him with a sharp instrument on the back of the head. Defendant then saw Mr Scott and informed him of the affair, and Mr Scott promised to supply other men at once. The defendant showed a severe wound on the back of the head.

A fine of \$5 was imposed.

COMMITTED FOR TRIAL.
Wong Yan, fishmonger, was charged by Lam Kwong, shopkeeper, No. 112, Queen's Road East, with stealing one cotton jacket. The prisoner and a companion had gone into the complainant's shop and, after having been shown two jackets, they said they wished to buy a pair of trousers. While the complainant was engaged looking for the trousers the two men bolted with the jackets. Complainant gave chase and captured the prisoner who had one of the jackets in his possession, but his companion escaped with the other. Six previous convictions were recorded against the prisoner; on the last occasion he was sentenced in October, 1877, to five years' penal servitude. The case was committed for trial at the Criminal Sessions of the Supreme Court.

DRUNK.

John Well and John Ford, seamen on board the British steamer *Onkale*, admitted having been drunk and incapable yesterday evening. Their little spree cost each of them 50 cents.

LABOURER FROM WANCHAI POLICE STATION.
Lam Kwong, shopkeeper, No. 112, Queen's Road East, was charged by Lam Kwong, shopkeeper, No. 112, Queen's Road East, with stealing one cotton jacket. The prisoner and a companion had gone into the complainant's shop and, after having been shown two jackets, they said they wished to buy a pair of trousers. While the complainant was engaged looking for the trousers the two men bolted with the jackets. Complainant gave chase and captured the prisoner who had one of the jackets in his possession, but his companion escaped with the other. Six previous convictions were recorded against the prisoner; on the last occasion he was sentenced in October, 1877, to five years' penal servitude. The case was committed for trial at the Criminal Sessions of the Supreme Court.

HOUSE BREAKING.
Lam Kwong, shopkeeper, was caught in the act of entering the ground floor of the house No. 35, Gilman's Bazaar, early this morning. He was accompanied by another Chinaman, but the latter managed to get clear. He was sentenced to six weeks' hard labour.

LABOURER AND RESISTING A WATCHMAN.
Lam Kwong, shopkeeper, was charged by Lam Kwong, shopkeeper, No. 112, Queen's Road East, with stealing one cotton jacket. The prisoner and a companion had gone into the complainant's shop and, after having been shown two jackets, they said they wished to buy a pair of trousers. While the complainant was engaged looking for the trousers the two men bolted with the jackets. Complainant gave chase and captured the prisoner who had one of the jackets in his possession, but his companion escaped with the other. Six previous convictions were recorded against the prisoner; on the last occasion he was sentenced in October, 1877, to five years' penal servitude. The case was committed for trial at the Criminal Sessions of the Supreme Court.

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any damage. The *Appin* mizen mast was snapped off, and a portion of the stern railing broken off. The difficulty of navigating the *Min* is well known, and at the place where this collision occurred, the sand banks shift suddenly, and in the most unaccountable manner, and are liable to deviate over those incessantly traversing the river.

We had a funeral here to-day. Mr. Lawford, late of the C. M. S. N. Co.'s S. S. *Keeg Ohi*, died at the Hospital on Sunday last. There were but a few, mostly strangers, so to speak, to see him to his last resting place. His Imperial Majesty's Customs, always the first in this country to do a good action towards the friends and unfortunate, sent their steam launch to the Hospital Landing this morning, though it was blowing pretty hard, and the remains brought over to the Cemetery, where they were consigned to rest in the presence of the Customs staff and some of the resident Pilots.

(Mercury Correspondent.)

A disastrous boat accident occurred on the Upper Yangtze, near Kwei-chow-fu, on the 9th inst. General Pao Chow, commander of all the Chinese forces, was on the way home with his family on three months leave, and three boats had started from Kwei-chow-fu with the General's family and followers. The boat which the General occupied struck a submerged rock; the boat capsized, and twelve of the occupants were drowned. Among those drowned were two sons of the General. The General himself had a very narrow escape.

A gathering over Ichang on the 23rd and 24th inst. was a violent thunderstorm; the rain literally came down in torrents and in a few moments flooded all the surrounding areas. H. M. C. C. was in great danger of being swept away; the servants in charge fled. The Lavin Tennis ground is entirely gone. The Mutton Club suffered very much; several shops carried away by the flood. The storm lasted two hours; the thunder never ceased; 2,000 flashes were counted by one of the residents within that period.

An extraordinary yacht race came off on the 24th: a match between the *Fairy Lily* and the double headed *Lily*; the course being laid out by the Customs House petty to the upper end of the harbour. The *Fairy Lily* started at 4 p.m. sharp; the *Fairy Lily* started at the last part of the time and turned the rapid first, but on account of some mismanagement of the captain of the former, the double headed *Lily* got the first.

The Roman Catholic Church building is progressing fast. It is a very large and fine building, and great credit is due to Father Graziano, who is superintending the building himself with Ichang workmen. A few more European buildings in addition to Kilmahonan Castle, say a Custom House and Consulate, would make a great improvement on Ichang.

Trade is very dull, both in imports and exports. A new company called the Canton Trading Company will shortly open their new premises.

Mr. Tong Kwong-sing is expected to visit Ichang shortly.

The river is remarkably low, the water-mark only showing 26 feet from its lowest level, whereas it generally shows 40 feet at this time of the year.

This city is now ablaze with excitement. Not filled with the usual furore, it watched a few years ago when the people were frantic about the queue-cutting mysteries, but still gently blazing with an excitement that is steadily spreading. Jun-tai is in Ichang. Some enterprising gentlemen and a few more are now in Ichang. The river is remarkably low, the water-mark only showing 26 feet from its lowest level, whereas it generally shows 40 feet at this time of the year.

It is now a question of whether the river will be fairly questioned whether his visit produced a deeper impression upon the imagination of the people than the previous visit of the elephant. Have you seen the elephant? It is the most absorbing question that is discussed in the tea-shops of the city. The very air is full of particles of information breathed and rebreathed and blown about in every direction. He is a very important man who does not give a cent for his admission; but soldiers and other mercenaries force their way in and out of the enclosure. All classes are largely represented in the crowd that fills the narrow street leading to the enclosure. Many ladies go there in chairs early in the morning; pale students go in that direction when they are out in search of recreation; while peasants and artisans and shopkeepers all go, that curiosity is stronger than the love of money.—*News*.

27th July.

The two thieves mentioned in your issue of the 22nd inst. turn out to belong to the pirate-gang which gave the authorities so much trouble last year; when a place where they were caught and boobyholed. Of the present lot, only one has been arrested. This man broke his leg while jumping from the roof of a house, and was found in an inn where the remainder are still at large, and for the last three nights have been visiting the foreign lounge where they leave money and opium, demanding that it shall be given up to them, and threatening vengeance in the case of prolonged refusal. The commander has told them that it had the Consul. The affair has frightened the Chinese employed in the hotel, and they are applying to be discharged. The commander has fallen sick through mortification and worry. Although the Customs Tao-tai has sent out over a hundred men to apprehend the thieves, the rascals are still at large. Chinese captives, the coffin of Wu Chiao-tai is to be conveyed to the premises of the China Merchants S. S. Co., and there placed on board a steamer, to be sent to his native place in Anhui for burial. The Chinese are turning out in great numbers to see the procession.

The other day at the Che-hien's yamen the theatrical manager weiyuen, with a band of about three hundred blows with the bamboo for some irregularity in the management of his performance. The man appears to have died under the punishment, and his dead body was sent home by the magistrate. The affair being a good deal discussed by the Chinese, and seems likely to have a very

important termination for the weiyuen.

Our Acting Viceroy appears to be very popular among the people. He refuses to receive presents, and his strictly forbidden any of the employees of his yamen to accept any either. He is said to be strict with strictness, and not to be a negotiator. The Chinese did not understand him when he first arrived, and were afraid to be the case, his son having left for Canton.—*N. C. D. News*.

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resigning, it is understood his resignation would not be accepted.

The *Times* says: Admiral Seymour's orders are continuous and the fleet will have a choice of action, if Arabi Pasha persists in his menacing conduct, of relaxation of the firm attitude of England. In addition to the Admiral, who has been ordered to embark to-morrow, four other battalions are ordered to be in readiness. The War Office has ordered the preparation of tubular vessels, capable of supplying 2,500,000 gallons of water daily. Rear-Admiral Anthony Hoskins, one of the most experienced naval officers, has been nominated for second officer in command of the naval operations. He will probably proceed to Egypt.

Alexandria, July 6.—Touli Pasha, commander of the garrison, in reply to the ultimatum, assures Admiral Seymour that he will do his utmost to support the British, and will not be his undertaker. He concludes with a reference to Admiral Seymour's well known humanity.

The answer of Arabi Pasha does not satisfy Admiral Seymour, who has sent out a call on all the English warships. The French are encouraging Arabi Pasha to resist. Although Arabi Pasha has been acting lately under the misdirection of Frenchmen, and his men called Charles Lemaitre and Montclair. The latter, who was sent to the harbor, had been expelled by the French Consul.

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"The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese' is a treatise of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's 'Short Journeys in Szechuen' are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some interest on 'The Divine Classics of Nan-Hua,' and the Notes and Queries are as usual very interesting." — *North-China Daily News*.

Visitors' Column.

We have instituted an experiment a Visitors' Column, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with it we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for entrance into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (3,000 volumes) and Museum, — East.

Public Gardens, a beautifully picturesquely treated and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pender's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lawson Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Public Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Egin Street.

St. Peter's Roman Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for non-smoking men, Queen's Road East.

Sailors' Home, West Point.

R. B. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zeland Street.

Victoria Recreation Club, Bath-house and Boat-house, &c., — Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Goods, — MacKewen, FRICKER & Co.

Chair and Post Hire.

LEGALISED TABLE OF RATES FOR CHAIRS, COACHES, CARRIAGES, AND CARRIAGES, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullage Boats.

Half hour, 10 cts. Hour, 20 cts. Three hours, 50 cts. Six hours, 75 cts. Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coaches, \$1.60. Three Coaches, 0.85. Two Coaches, 0.70.

Return (direct or by Pok-fong-tum).

Four Coaches, \$1.50. Three Coaches, 0.85. Two Coaches, 0.70.

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coaches, \$0.60. Three Coaches, 0.40. Two Coaches, 0.30.

Return (direct or by Pok-fong-tum).

Four Coaches, \$1.00. Three Coaches, 0.65. Two Coaches, 0.50.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coach will be entitled to an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coach. (12 hours) Gap, \$0.60 each Coach.

Licensed Drivers (each).

Hour, 35 cents. Half day, 50 cents. Day, 1.00.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 100 pails, per Day, \$3.00.

1st Class Cargo Boat of 8 or 100 pails, per Day, 2.00.

2nd Class Cargo Boat of 600 pails, per Day, 2.50.

2nd Class Cargo Boat of 600 pails, per Day, 1.75.

3rd Class Cargo Boat of Ha-kau Boat of 300 pails, per Day, 1.50.

3rd Class Cargo Boat of Ha-kau Boat of 300 pails, per Day, 1.00.

3rd Class Cargo Boat of Ha-kau Boat of 300 pails, Half Day, 50.

Sampan.

or Pullage Boat, per Day, \$1.00.

One Hour, 20.

Half an Hour, 10.

After 6 p.m. 10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, 30 cents.

Half Day, 20.

Three Hours, 12.

One Hour, 9.

Half Hour, 5.

Nothing in the above Scale to affect private agreements.

Mr. Andrew Wind.

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SHARE LIST.—QUOTATIONS. Aug. 9, 1882.

Stocks.	No. of Shares.	Value.	Paid-up.	Reserve.	Working Account.	Last Dividend.	Closing Quotations.
BANKS.							
H.K. & S. Bank.	10,000	120	120	2,100,000	63,639.46	40	132 1/2 = \$200 p. sh.
INSURANCE.							
N.H. China Ins.	1,000	2,000	2,000	252,600	71,663,506.00	75	11 1/2 = 112 1/2
Yong Sang Ins.	1,000	2,000	2,000	252,600	71,663,506.00	75	11 1/2 = 112 1/2
Union Ins. Soc.	1,000	2,000	2,000	252,600	71,663,506.00	75	11 1/2 = 112 1/2
China Traders Ins.	1,000	2,000	2,000	252,600	71,663,506.00	75	11 1/2 = 112 1/2
Onion Ins. Office	10,000	200	200	100,375	377.42	22	80
Chinese Ins. Co.	1,000	1,000	1,000	100,375	377.42	22	80
H.K. Fire Ins.	2,000	17,000	17,000	623,843	263,403.72	27 1/2	\$1000
China Fire Ins.	4,000	60	60	493,632	144,635.91	16 1/2	\$310 nom.
STEAM SHIP COMPANIES.							
H.K. & M. Steamship.	8,000	100	75	135,000	18,008.06	5 1/2	\$101
MISCERANEOUS.							
H.K. & W. Y. Co.	10,000	155	125	147,563 3/4	3,180.53	4 1/2	50 p. sh. = \$187 1/2 p. sh.
H.K. & China	5,000	10 1/2	10 1/2	7,489	...	...	...
H.K. & S. Co.	2,000	100	100	...	3,324.71	...	...
China Sugar Co.	6,000	100	100	...	1,880.51	...	...
H.K. & S. Co.	1,500	100	100	...	159.31	...	...
Phone Battery	100	50	50	...	...	...	...
Lamson Sugar Co.	7,000	100	100	...	...	...	...
BOARDS.							
Chi. Imp.	1874	6,275	100	all	8 1/2	June 30 Dec 31	...
...	1877	10,045	100	all	8 1/2	June 30 Dec 31	...
...	1878	3,837	500	all	8 1/2	June 30 Dec 31	...
...	1881	8,565	500	all	8 1/2	June 30 Dec 31	...
Sugar Deben.	1880	600	500	all	8 1/2	June 30 Dec 31	...

For full Part and 15th Dec. 1881, and 15th Dec. 1882, see October, above 1st interim Report and Dividend for 1881—To 30th April, 1882—For year 1881—For year 1880—For half year ended 30th June, 1882.

EDWARD GEORGE, Share Broker.

Hongkong Rate of Postage.

(Revised January 1st, 1882.)

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together, except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an annual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially printed paper, it will not be charged less than 5 cents.

Local and Indian Parcel Post.

1. Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British East Offices in China, as well as to Japan, Malacca, Peking, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 1 lb., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, PARCELS, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General. In the case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

2. The following articles cannot be transmitted, but may be sent by parcel post, if properly packed, or liable to be crushed or broken, &c. Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyes, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To insure they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Parcels of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.

Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal Administration in China, that it was caused by any fault on the part of the sender, by destruction by fire, or shipwreck, or by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handiwork, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW.

By E. H. PARKER.

Can be obtained from KELLY & WALES at Shanghai and Hongkong, at LAM, CHOW, & CO., Hongkong, and at the China Mail Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to the Harbour Master.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C. Shipping or midway between each shore are marked in conjunction with the figure denoting the section.

1. From Green Island to the Gas Works.

2. From the Gas Works to the Harbour Master's Office.

3. From the Harbour Master's Office to the P. and O. Co.'s Office.

4. From the P. and O. Co.'s Office to the P. and O. Co.'s Office.

5. From the P. and O. Co.'s Office to the P. and O. Co.'s Office.

6. From the P. and O. Co.'s Office to the P. and O. Co.'s Office.

7. From the P. and O. Co.'s Office to the P. and O. Co.'s Office.

8. From the P. and O. Co.'s Office to the P. and O. Co.'s Office.

9. From the P.